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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY East Germany REPORT [REDACTED]

SUBJECT Neuhardenberg (Marxwalde) Airfield DATE DISTR. 31 JUL 1957

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

[REDACTED] report on Neuhardenberg airfield which gives information under the following headings: (1) Runway Development, (2) Pegging Out of Possible Taxiway, (3) Main Domestic Site, (4) Main Roadways, and (5) Airfield Occupation. Three sketches are also included: Sketch A shows the layout of the main features of the airfield, Sketch B shows the relative position and layout of the domestic site adjoining the southern perimeter of the airfield, and Sketch C shows the location of a new underground building adjoining the western side of the permanent barrack complex on the domestic site.

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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EAST GERMANYAIR/MILITARYNEUHARDENBERG/MARKWALDE airfield constructionas at 3 July 57

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APPENDICES

Attached at Appendix "A" is an overlay from local 1/25000 map, showing the layout of the main features of the airfield.

Attached at Appendix "B" is a sketch plan, showing the relative position and layout of the domestic site adjoining the southern perimeter of the airfield.

Attached at Appendix "C" is a sketch plan, showing location of new underground building adjoining the western side of the permanent barrack complex on the domestic site.

1.

RUNWAY DEVELOPMENT

- (a) The entire bed of the new runway, which lies in an approximately east/west direction, has now been excavated in preparation for the laying down of the concrete surface.

This excavated portion has a uniform width of approximately 60-65 [] (paced out) and has an average depth of approximately 30-35 cms. The runway bed now extends right up to the western edge of the main QUAPPENDORF/NEUHARDENBERG road, and a portion, approximately 250 [] in length, has similarly been excavated on the eastern side. As yet no attempt has been made to close the main road at this point.

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- (b) Large quantities of coarse ballast have been dumped at regular intervals along this bed and at the extreme western end, at approximately MR 474297, the coarse gravel has already been laid and rolled, and a further layer of fine ballast spread on top. The combined layers of ballast have a thickness of approximately 20 cms. at this point.

- (c) [] out from each edge of the excavated strip there is a trench, [] There are piles of concrete pipes of varying sizes dumped alongside of the two trenches at regular intervals, the greater proportion of the pipes having a diameter of approximately 60 cms.

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- 2 -

(d) The contractors' provisional lighting system has been extended across the main QUAPPENDORF/NEUHARDENBERG road, and terminates beyond it. Careful measurements between five of these masts showed that they were set at regular intervals along the northern side only. By counting the number of masts adjoining the entire strip (assuming that they were all evenly spaced) the excavated portion of the new runway has an overall length of 2,300 . The most westerly mast is almost adjacent to (but slightly west of) the end of the strip. 25X1

(e) Concreting of the main runway has not yet commenced, but a network of light-gauge railway track has been laid down, fanning out from the westerly battery of mixers located at MR 484300. At approximately MR 485300, where there is a concrete base, a very secure shed, built around a heavy metal frame-work, has been erected. This building is being used as a cement store. To date the only completed concrete features on the main airfield site are the two perimeter roadways leading between MR 465292 - 477300 and MR 477300 - 49953005. Both of these roadways are of heavy (20 cms.) construction, the former having a uniform width of approximately 8 whilst the latter (east-west) roadway has a uniform width of approximately 6 1/2 - 7 . 25X1

2. PEGGING OUT OF POSSIBLE TAXIWAY

Two parallel lines, spaced apart and marked out by wooden pegs, are being laid down south of the runway excavation (see sketch at Appendix "A"). As far as could be ascertained, the pegging out has only just commenced and is still incomplete. The strip at present extends approximately 600 - 700 m on either side of the undeveloped, short, south-easterly strip leading off the main runway. This small south-easterly strip remains pegged out and one small area is partially excavated to the same depth as the runway. This particular strip gives the appearance of having been abandoned. A row of contractors' lights surmounting heavy wooden poles now extends along this old strip between the new parallel (possible) taxiway area, northwards to the runway and then further west, again extends northwards to terminate on the westerly concrete mixing site. 25X1

3. MAIN DOMESTIC SITE

(a) Permanent barrack blocks

Three two-storied, brick-built barrack blocks have been completed on the domestic site at MR 479287. A fourth and similar block is under construction (see sketch (i) at Appendix "C"). Two other buildings of a different shape are also under construction on the site, but it is too early to be able to assess their future purpose. 25X1

(b) Underground building adjoining barrack site

In Jagen 140, west of the new barrack site, there is a concrete underground building. This oblong building lies back from the main road and is in the process of being covered over by a thin layer of earth, the final level being above surface (see sketch (ii) at Appendix "C"). Protruding from the concrete roof, there are 8 25X1

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uniform ventilators, approximately 15 cms. in diameter, each of which is capped with an inverted cone. By comparing the ventilators that protrude from the concrete to the nearby ventilators already surrounded by earth, it is estimated that the earth layer is no more than approximately 15 - 20 cms. in thickness.

From the vicinity of the north-westerly barrack block there is a narrow concrete pathway under construction, leading up to the southern face of this underground building, and feeds directly into the wide entrance

[redacted] It is impossible to ascertain its depth and interior layout or associated equipment that might have been in store. From the northern face, there is a trench [redacted]

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[redacted] which extends as far as the nearby roadway and then continues from the other side northwards through the wooded area adjoining the southern boundary of the airfield (for route see sketch at Appendix "B"). Adjoining the roadway at this point there is a dump of approximately six large cable drums, mostly comprising power cables of approximately 40 cms. diameter.

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(c) Possible fuel or water storage installations on southern boundary of airfield.

[redacted] site at MR 476283 in Jagen 138 has been further developed since mid-June 57.

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The concrete roadway [redacted] has now been completed and extends [redacted] The final length could not be ascertained.

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The two circular, concrete-encased tanks [redacted] remain without roofing of any kind and the side walls have been given a light timber facing.

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The tanks lie alongside of a short concrete roadway (see sketch at Appendix "B") and on the opposite (southern) side there is a new, squarish, brick building, [redacted]

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This building has an unusually large doorway, [redacted] and has a basement beneath.

There are no signs of any other construction being undertaken on this site.

4. MAIN ROADWAYS

The main roads between QUAPPENDORF and NEUHARDENBERG and NEUHARDENBERG and ALTFRIEDLAND remain completely free to all civilian traffic and are not controlled in any way.

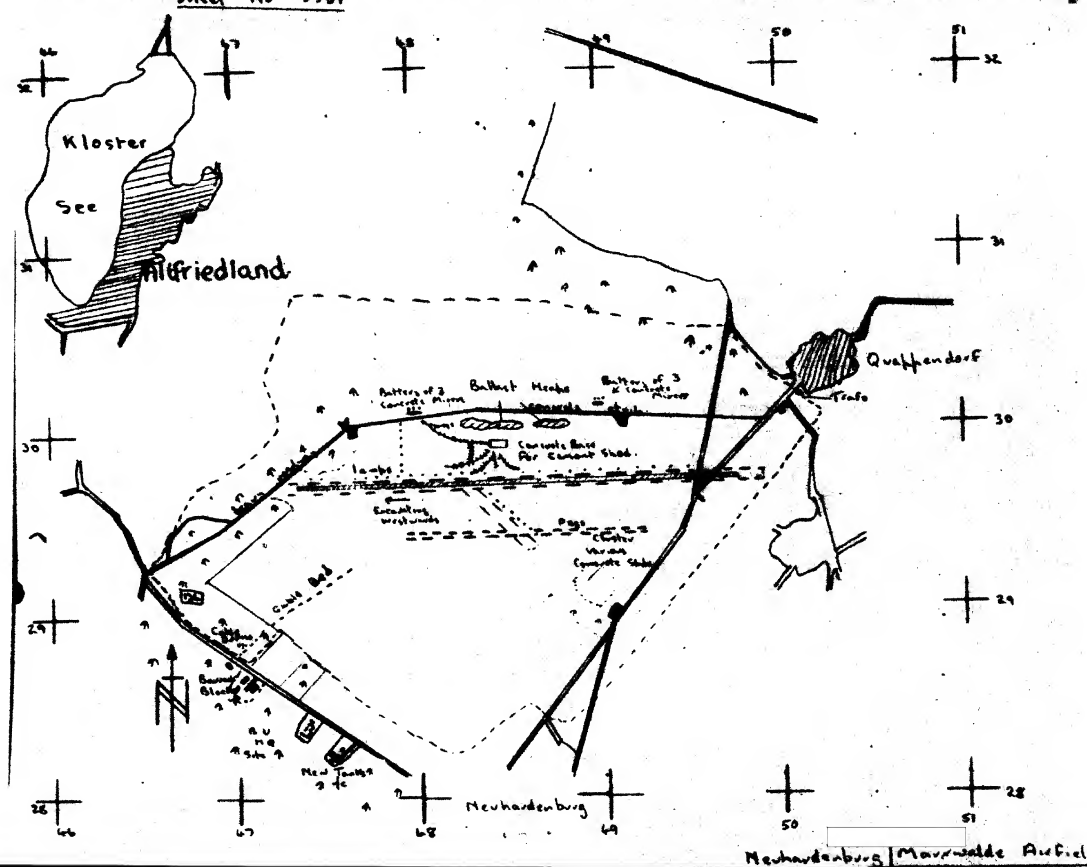
5. AIRFIELD OCCUPATION

The airfield is being constructed by the BAU UNION SUD and very recently a party from the V.E.M. ANLAGENBAU BEPLIN arrived on the airfield to undertake the initial electrical construction. There are no signs of any S.A.F. or E.G.A.F. personnel anywhere on or near the site. Security on the whole site is extremely lax and the only guards observed were normal German works police, who have a hut on the northern mixing site and a similar one near the BAU UNION SUD headquarters site. Freedom of movement on the airfield area itself is at present comparatively unrestricted.

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APPENDIX "A"

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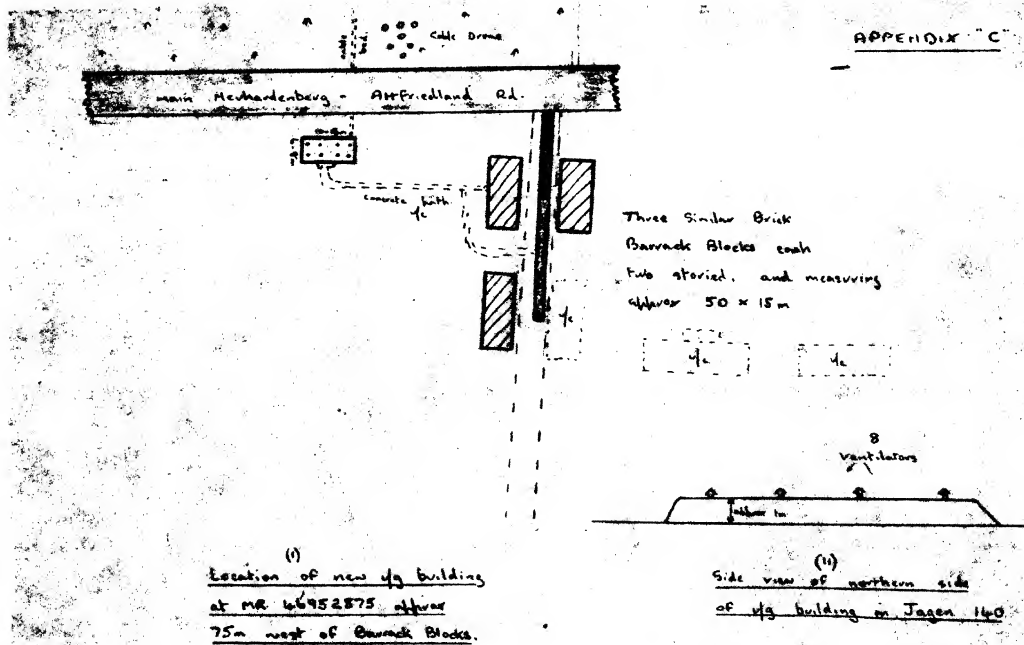
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